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1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 10 minutes.
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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous or unsigned communications that have already appeared in previous papers will be inserted.
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BIRTH.
On April 26th, at Chungking, the wife of Mr. James Murray, a son.
MARRIAGES.
On May 11th, at Shanghai, VALENTINE R. TH. O'Brien, Alameda-Locust, to EUGENIE MARIE CLAYTON, of Somerset.
On May 12th, at Shanghai, ARTHUR GEORGE HAY, a son, to MARGARET.
On May 13th, at Sea, to MARGARET HERRICK.

HONGKONG OFFICE: 10A, DES VOGES ROAD (CL).
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The Daily Press.

HONGKONG, MAY 20TH, 1907.

KING LEOPOLD of Belgium is not a monarch the record of whose doughty acts will fill any considerable space in history. This is, of course, no fault of KING LEOPOLD himself, nor does it cast any reflection on his personal prowess; he being as King of Belgium as incapable of leaving war as the Archbishop of Canterbury himself. Still, if, as executive King of Belgium, and Grand Pensionary of Europe, he be thus excluded from inaugurating any armed contest on European ground, in his private capacity as Sovereign of the Congo Free State he may yet have the historic glory of having permanently set back the boundaries of British Empire. But if not permitted by circumstances to assume the role of an Alexander, and carve out with his sword kingdoms, he has had abundant opportunities in both his regal and private capacities of advancing the interests of Belgium and of KING LEOPOLD by venture some mercantile transactions. Even in medieval days, Belgium was celebrated for the mercantile enterprise of her people and the extent of her external trade, and in these modern times, and under the congenial guidance of KING LEOPOLD, the port of Antwerp has risen to the first rank amongst the great mercantile emporiums of Europe. Under such auspices it was but natural that KING LEOPOLD should follow the lead of

his subjects, and that the mercantile instinct should largely flourish alongside his more conspicuous displays of regal magnificence. For some thirty years he has been the practically uncontrolled monarch of the Congo Free State, presiding over an autocracy as unchallenged as that of the Tsar himself. The products of the country have been in increasing demand during the greater portion of this term so that there has been every inducement to a monarch, who had the mercantile habit actually forced upon him, of seeking to make the most out of the peculiar situation. We have seen something even in far distant China of the financial and mercantile enterprise of the Belgians, so that we can the easier comprehend how absorbing the pursuit proved in the comparatively little known and hitherto unexploited realm along the Congo. Professedly the object of the International Association which conferred the rule of the state upon KING LEOPOLD was to encourage the commercial growth of the huge and hitherto neglected territory watered by the Congo River; so that in impressing on his officials the necessity of increasing the exports to Europe the King was only following out the behests of his commission; and looking at the affair from this point of view, which was probably the only one from which it had ever been presented to him, KING LEOPOLD came to understand that so long as the European world was afforded facilities for trading at the entrance of the country, so long it had no ground of complaint, the internal regulations of the country being matters of detail expressly left to the judgment of the sovereign. Unfortunately, some hundred or so British missionaries, with what KING LEOPOLD doubtless considered their usual objectionable habits of ignorant curiosity about things in which they were not wise concerned, went saying about the country and volunteering advice. More than this, they proved themselves deaf to the hints given them by the administrators of the Government, and not content with this, proceeded to publish what those officials who had the responsibility of maintaining order could not but look upon as ignorant libels. This was proved through the means of an investigation undertaken by these misguided officials, who in their own eyes, and in those of their monarch emerged victoriously out of the ordeal. Not content the missionaries, with one or two discontented traders, actually pressed their complaints on the British Government, and that body used its influence with the King to have the affair investigated. Always willing to listen to well founded complaints, KING LEOPOLD did appoint a commission, and this commission found out that irregularities had indeed occurred, but the Government of the Congo did not think it necessary to publish all this in detail, and KING LEOPOLD said that the whole affair had been exaggerated. In his eyes this was, under the circumstances, quite sufficient, as no damage had been done to the missionaries, and KING LEOPOLD could not be made responsible, his appointment containing no reserve. This reasonable explanation was curiously considered insufficient by the British Government, and more unreasonably still the United States seemed disposed to be dissatisfied with it. It was evident that something must be done to prevent like outrages in future.

Of late years a so-called scientific method of demarking boundaries had sprung into fashion, and the quidnuncs instead of defining the boundary on the spot had contented themselves with saying it was to be formed by a certain parallel or meridian. It can hardly be said that such boundaries are in every respect unobjectionable, especially in the case of meridians, the fixing of a meridian being one of the most difficult problems in geodesy. In this case the thirtieth meridian had for some hundred odd miles been made the boundary between Uganda and the Free State, and the line had been actually marked. A few years later it turned out that the surveyors had made a mistake, and that the Kunsoro Mountain, and a part of the Albert Edward Nyauza, had been through the mistake included in British territory! Nothing was said of it at the time the Kunsoro Mountain, though interesting as one of the claps of one of the three great volcanic girdles of the earth, being otherwise valueless, and a few miles of sea-room more or less in the Albert Edward Nyauza, not seriously affecting the naval strength of either Great Britain or Belgium. But of course vengeance is sweet, and the British Government had seriously impugned the sovereign right of its neighbour to wallop his own Niggers! It was a distinct case for punishment and as nothing more condign offered it has been taken advantage

of, and England is made to feel the full enormity of her offence. Now of course, ridiculous as is the immediate issue, there is something here more than at first sight meets the eye. A little strip less than two degrees in latitude, just south of this territory, is all that separates the northern extremity of Lake Tanganyika from British territory in Uganda. Lake Tanganyika is fully accessible from Rhodesia, and in a few months could be carried right up to the lake. It would be then in the power of KING LEOPOLD to materially advance the interests of the projected Cape to Cairo Line by giving it passage through the Free State. Some years ago the late Lord Kimberley, then Foreign Minister, had practically made an arrangement with the Free State to cede a strip of territory here between the State and the German territory of North-East Africa, but owing to the active hostility of the German Government of the day, KING LEOPOLD was induced to withdraw his consent. The reclaiming of the once allotted territory, though a matter of absolutely no value whatever, is thus only a renewed instance of the same unfriendly feeling, with no object except to hamper as far as possible the carrying through of the continuous line. Under the present relations between England and KING LEOPOLD with relation to the charges of ill-treatment of the natives, and between England and Germany with regard to the construction of the lines by the latter to Baghdad, it is evident that the game of international obstruction is being carried on with unabated vigour; and all this in spite of the so-called peaceful influence of the Hague. A stronger proof of its failure as a peace promoter could hardly be pointed out.

Alteration made in the conditions of a prospecting license appear in the Gazette.

The 39th plague case was imported from Macao. The 40th was found "dumped" in Queen's Road West.

On and after May 21st an office for the sale of Indian money orders will be opened in the Kowloon Post Office. British and local postal notes will also be sold.

An examination of candidates for clerkships in the Hongkong Civil Service will be held by the Board of Examiners on Monday, June 10th. Conditions are published in the Gazette.

The Civil Service C. C. sports commence at 3 p.m. to day (Whit Monday). Mrs. Chatham will present the prizes. Machado's String Band will play selections during the afternoon.

H.E. the Officer Administering the Government has, with the advice of the Executive Council, proclaimed Bangkok to be a port or place at which an infectious or contagious disease prevails.

Ships conveying Chinese passengers, under the provisions of the Chinese Emigration Ordinance, 1839, will not be allowed to carry them on the upper or weather deck, between the 1st of June and the 15th of October inclusive.

A Spoons competition was played on Saturday afternoon on the Kowloon Bowling Green, spoons being won by Messrs. T. Petrie, W. Russell, J. Ramsay, and R. Baxter. A number of ties in the three competitions were also played off.

The May Criminal Sessions were formally opened on Saturday morning at the Supreme Court by Sir Francis Piggott, but were adjourned till Tuesday. There is only one case for trial—that of Cheung Tai on a double charge of murder at Pokfulam.

A meeting of Justices of the Peace will be held at the Magistracy on the 27th instant to consider an application from Louis Comar to remove the business carried on by him under the sign of the Cosmopolitan Hotel from Des Voeux Road to No. 39 Queen's Road Central.

A Chinese woman, the wife of a cargo boat man, lost her life in the harbour on Saturday morning. She went to the bow while the vessel was under weigh to put some joss sticks and in stooping down she overbalanced and fell into the water. Several of the crew jumped in, but she was never seen again.

The Gazette notifies that for a further period of six months from and including May 28th the export from the Colony, or the carrying coastwise within the Colony, of arms, ammunition, gunpowder or military and naval stores, is prohibited unless the proclamation shall, in the meantime be revoked, or unless permission shall have been obtained.

Messrs. Johnson, Stokes and Master give notice in the Gazette that it is their intention to apply to the Legislative Council for leave to introduce a Bill entitled "An Ordinance to authorise the Hongkong and Shanghai Banking Corporation from time to time to increase the capital of the said Corporation from the sum of ten millions of dollars to a sum not exceeding the sum of twenty millions of dollars; and to continue incorporated for a further term of 21 years; and to continue in force for a further period of 21 years the Provisions of Section 3 of the Hongkong and Shanghai Banking Corporation Ordinance 1899 with regard to the Excess Issue of Bills and Notes payable to bearer on demand.

The rubber between the Police and Civil Service Bowling Clubs was played on Saturday afternoon on the ground of the latter. As was expected the home men won by a margin of 19 shots. Inspector Cameron, whose rink was two up, was the only winning team for the police.

An interesting shooting match took place yesterday at King's Park Range, Kowloon between teams representing the Middlesex Regiment and the Volunteers. When firing ceased it was found that the soldiers had won by one point only—719 to 718. Two 83's were counted out, an indication of the excellent shooting.

On Saturday morning a passenger by the Kwong Sai was arrested by an excise man for being in possession of opium and on the way to the station asked if the officer would release him for \$10. The latter did not reply and the defrauder put his hand in his pocket. The officer thought it was to show the money but he was surprised when the man drew a pocket knife and plunged it in the excise man's body just below the ribs. A struggle ensued but the prisoner was taken to the Police Station. Later in the day he appeared before Mr. F. A. Hazell and was fined \$38 on the opium charge and sentenced to six weeks hard labour for the assault.

The China Times says that it is reported in the Tientsin of Tientsin that the opposition of the natives of Shansi to the Peking syndicate is growing more acute day by day, and that the people of Taiyuan, capital of that province, are accusing the native converts of the Roman Catholic and Protestant missions there of assisting the British Concessionaries to secure excessive mining rights in Pingting and four other districts. The natives have threatened to attack the foreign missions and missionaries if they do not stop their followers from assisting the Syndicate. There have recently been small troubles between the two parties at Taiyuan. It is said that the Maohin Governor, En Shou, has wired to the Waiwupa requesting instructions. It is reported in Chinese official circles in Peking that in order to bring the dispute to a mutually satisfactory conclusion, the Waiwupa will shortly consult Sir John Jordan as to the revision of the present agreement.

The Globe remarks—If it be true that the Peking Government has placed an order for two millions of up-to-date rifles with a Continental firm, there would seem to be full occasion for a repetition of the Prince of Wales's counsel to British manufacturers generally to "wake up." So far as has come to English knowledge, this important contract was thrown open to the whole outside world, the main governing condition being exact compliance by tenders with the specifications of details. It was to be an above-board deal, without any "squeeze" in secret operation, and as this country can make rifles as cheaply, quality for quality, as any Continental nation, some explanation should be given of the disfavor shown to the British competitor. Was the question of long credit the stumbling block? There are countries, notably in South America, where English merchants have turned their fingers too severely with that risky method of capturing business to have any further liking for it. But it is one thing to give long credit in ordinary commerce and quite another to trust to the Government of four hundred millions of people for honourable dealing. There is no question whatever about its solvency. It is asserted that owing to recent reforms in the collection and distribution of Imperial revenue, a very much larger amount reaches Peking, while the Emperor and his mother are reported to be all for economy.

On April 18th Sir Matthew Nathan addressed to Lord Elgin a dispatch containing the following paragraph:—"Referring to the 12th paragraph of the despatches above quoted which dealt with the question of providing as soon as possible additional accommodation for junk seeking shelter from storms, your Lordship will observe that the Relief Fund Committee unanimously agreed to suggest that the Government contribution of an amount equal to private subscriptions promised by me to the fund, not being otherwise required, should be expended for commencing at the earliest possible date the new, typhoon refuge which they, as well as the Public Works Committee of the Legislative Council, have recommended should be provided at Mong-kok-tai by constructing a detached breakwater extending from near Tai-kok-tai to opposite the South end of Yau-mai and enclosing an area of 166 acres. The estimated cost of this breakwater is \$600,000, and I propose that the suggestion of the Relief Fund Committee should be met by taking a vote in the Legislative Council for the amount that can be spent on the work this year and including such amounts in the Estimates for 1908 and 1909 as will permit of the work being completed without any available delay. I ask Your Lordship's approval to this course. In the meantime a number of borings have been taken to ascertain the nature of the bed of the harbour on the site of the proposed breakwater and the plans and particulars for it are being prepared."

LATEST STEAMER MOVEMENTS.

The E. & A. str. *Aldebaran* left Sydney on 18th instant for this port.
The E. & A. str. *Empire* arrived at Sydney yesterday.
The I.G.M. str. *Scharnhorst* carrying the German Mail with dates from Berlin of the 23rd April left Singapore on Friday 5 p.m. and may be expected here on or about Wednesday the 22nd May at 6 a.m.
The Ben Line str. *Brasmar* sailed from Singapore 18th, and may be expected to arrive here on or about Friday morning next, 25th May.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

STRONG CHINESE PREJUDICE.

SHANGHAI, May 19th.

An extraordinary plea was made at the Mixed Court here yesterday, when thirteen of the ringleaders in the gaol mutiny of May 4th, 1906, were brought up and sentenced to terms of imprisonment, varying from five to twenty years in addition to the periods they were already serving.

They all begged to be sent to the Native City for punishment, declaring that decapitation would be preferable to life in the Municipal Gaol. Their prayers continued until they were forcibly removed.

[REUTERS' SERVICE.]

THE STRIKE ON THE RAND.

LONDON, May 19th.

Owing to the strike on the Rand the volunteers in Pretoria have been ordered to be in readiness to mobilise at an hour's notice.

THE AUSTRIAN ELECTIONS.

LONDON, May 19th.

The gains of the Socialists, and the defeats of the German and Czech Nationalists, are general throughout Austria. The Social Democrats have won 57 seats, and the anti-Semites or Christian Socialists 59.

THE AMERICAN INTER-STATE COMMERCE COMMISSION.

LONDON, May 19th.

The American Inter-State Commerce Commission finds that the railway competition has suppressed (trade) over one third of the area of the United States. The Commission advocates the annulment of the agreements between the railways, and effective laws to prevent the inflation of securities.

SAN FRANCISCO MUNICIPAL CORRUPTION.

LONDON, May 19th.

A sensation has been caused in San Francisco by Boss Abraham Ruef pleading guilty to a charge of extortion, in connection with the Municipal corruption which has so long permeated all branches of civil life.

OXFORD UNIVERSITY.

LONDON, May 17th.

Lord Curzon presided at a meeting in London for the object of formulating a scheme to raise £250,000 on behalf of the Oxford University. £5,600 has already been promised.

PRINCE FUSHIMI.

LONDON, May 17th.

Prince Fushimi has started on a week's tour in the North.

RUSSIA.

LONDON, May 17th.

Robberies by Terrorists occur nearly every day. A band attacked a mail van at Lodz, killing and wounding four Cossacks and a Policeman. The band escaping with 2,000 Rbls. A Cossack patrol arrived a moment later and dashed into an adjacent cotton mill shot down workmen indiscriminately, killing 15 and wounding over 39.

THE WESTHAM SCANDAL.

LONDON, May 17th.

The Westham Guardians have been sentenced at the Central Criminal Court to terms of imprisonment varying from two years to six months, for corrupt practices and conspiracy.

THE PEKING-HANKOW RAILWAY.

The first report of receipts and expenditure of the Peking-Hankow railway show that a steady increase has been maintained in traffic. The total receipts for the year amounted to \$7,200,000, at which \$2,300,000 was devoted to the general expense, \$2,400,000 to interest on the Belgian loan, \$2,400,000 to interest to the Board of Finance and \$2,000,000 to a reserve fund, leaving a balance of \$2,000,000. Of the latter sum one-fifth is apportioned to the Belgian syndicate, thus \$1,500,000 remains as net profit. The receipts for the year show an increase of over twenty-five per cent. on the previous year's working, and shareholders are looking forward eagerly to the longed-for redemption of the loan bonds, but the Chinese would do well, says *The Peking and Tientsin Times* to remember that these favourable results have been attained with foreign supervision and no instance has yet been afforded of proving that under Chinese administration such good results would be obtained.

FUNNELS AND FLAGS.

COLONIAL SHIPPING CONFERENCE.

Practically all the more important questions for the discussion of which the Conference was summoned have been settled to the satisfaction of the Australian and New Zealand delegates. So far the net result of the Conference has been to affirm the power of the Australian Colonies to deal with their shipping questions practically on their own conditions, and the resolutions passed at the Conference are expected to result in the removal of most of the existing anomalies and in encouraging the employment of British rather than foreign seamen. The relation of the various questions to existing foreign treaties will be dealt with at the Conference of Colonial Premiers. The business still to be dealt with by the Conference includes the questions of compulsory insurance for seamen, land lines, the abolition of advance notes, the abolition of imprisonment for desertion, the extension of the Workmen's Compensation Act to seamen, fitting passenger ships with wireless installation and the adoption of water-tight compartments. It is believed that a single sitting will suffice for these matters. Among the more important decisions already reached are the definition of a coastal trader and the question of dealing with all ships, no matter whence they come or how much they are subsidised. This means that British and foreign ships would be on exactly the same level in Australasian waters. It has also been resolved that only British subjects speaking the English language should be employed as officers on coastal ships. The Conference has also decided that the Commonwealth and New Zealand should be empowered to frame their own laws with regard to "all shipping in the coastal trade," the phrase meaning all ships carrying passengers or goods from one Colonial port to another. It has been further resolved that every means should be taken, by legislation or otherwise, to encourage the employment of British seamen on British ships. A further resolution has been passed in favour of compelling all future ships to be built with proper sanitary arrangements, ventilation, &c., and in the case of those already built, should they be insanitary, the Colonial authorities should have the power to insist on the necessary alterations for the improvement of the condition of the seamen.

It is common knowledge that more than one internal combustion engine has been taken up by large shipbuilding firms, with a view to development as marine motors. On this point it would not, perhaps, be fair to say more at the moment. Undoubtedly the engine is coming, and coming much more quickly than many people think. The marine gas engine which Mr. James McKeehaie imagined in his address to the Institution of Naval Architects was of 16,000 indicated horse-power. In the discussion of the paper Mr. William W. L. Laidlaw, the information that the largest marine gas-engine of which Mr. McKeehaie had any experience was of no more than 800 indicated horse-power. Thereupon Sir William expressed a fear that from 800 i.h.p. to 16,000 i.h.p. was rather rapid progress. Sir William apparently forgot for the moment that in less than ten years the Parsons's steam turbines had increased from less than 1,000 i.h.p. to more than 70,000 i.h.p. The fact is that we are moving much more quickly than we used to move. If the 800 i.h.p. engine is practicable, there is no mechanical impossibility about the 16,000 i.h.p. engine.

THE SHANGHAI TRAMWAYS.

An article appearing in one of the native journals of Shanghai constitutes such a striking example of specimen of sedition that we are unwilling to allow it to pass unnoticed by the foreign portion of the Settlement. Starting from the assumption that the tramways will commence to run in June, the writer declares upon three great evils which he has discovered in the project and builds upon this theme an appeal to boycott the tram, with a subtle suggestion that, if such methods fail in their objects, more drastic measures might yet be adopted. The evils that he enumerates are the danger to passengers in which term he includes not only those who use the tram but also pedestrians in the streets; the consequent increase of crime in the Settlement due to no many rickshaws, coolies and mafios being thrown out of employment, and thirdly the damage to commerce caused by the inability of pedestrians to use any streets where the tram runs. Finally the article states that workers in precious metals and silk merchants have notified their employees that they will be immediately discharged, if they use the tram. If this example, continues the journal, is followed by the poultry and merchants of Shanghai, the tram will have to cease running "without any active measures being taken to ruin them."

The whole of the article is interspersed with serious misstatements and at the same time with a few references to technical details that lend it the air of profound knowledge. It is stated, for instance, that from 5,000 to 6,000 people have been killed in Tokyo by electric trams. After pointing out that live wires and not insulated wires are used for electric tramways, the writer continues—"During a storm of lightning or rain the electricity of the cars and that of the air will unite and passengers on the tram will be unable to leave them whatever efforts they make." The unfortunate pedestrian in the street, however, is represented as being in a still more dangerous predicament. "If he should not take precautions and should he carry any metal article such as an umbrella with an iron handle, etc., and should he touch one of the overhead wires, the electric force will descend, his brain fibres will be disintegrated, and he will incontinently perish." Then, as if conscious that the number of people who are likely to walk about stroking a wire twenty feet above the ground may be comparatively small, the writer touches upon the number of rickshaws and coolies who will be thrown out of work and will have to join the criminal classes or die of starvation. And again, in order that the fantastic picture which he draws shall not possess even the saving grace of consistency, he depicts all the streets through which the trams are to run with such disastrous effects as entirely denuded of pedestrians and points to the consequent menace to trade.

N.C. Daily News.

Hongkong is probably the most provincial and parochial spot in the universe. It has its forms, its cliques, its shibboleths. It is continually acquiring immense importance to something which does not really matter.—*Es.*

BANKS

THE
YOKOHAMA SPECIE BANK
LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 14,550,000

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HEAD OFFICE—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent
per annum on the daily balance.

On fixed deposits for 12 months 5 1/2 per annum
" " " 6 " 4 1/4 " "
" " " 3 " 3 1/4 " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April 1907. 580

**NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ.**
(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND ... FL. 5,000,000 (£417,000)

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 Bangkok, Samarang, Sourabaya, Cheribon,
 Segal, Pecalongan, Passorana, Tjilatjap,
 Padang, Medan (Deli), Palembang, Kota-
 Radja, (Acheen), Telok-Semawe, (Acheen)
 Sandjermasin.

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LONDON BANKERS:—

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The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in all parts of the world.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½% per annum
do. 6 do. 4% do.
do. 3 do. 3½% do.

J. L. VAN HOUTEN, Agent,
Hongkong, 5th March 1907 26

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

AD-UP CAPITAL	£800,000
ortly to be increased to £1,200,000	
ERVE FUND	£1,075,000
ortly to be increased to £1,475,000	
ERVE LIABILITY OF PROPR-	
TORS	£800,000

INTEREST allowed on Current Account at rate of 2% per annum on the Daily balances, on Fixed Deposits for 12 months 4 per cent.

"	6	3½	"
"	3	2½	"

JOHN ARMSTRONG.
Manager.
Hongkong, 16th May, 1907. 115

THE MERCANTILE BANK OF
INDIA, LIMITED.

INDIA, LIMITED.	
AUTHORISED CAPITAL	21,500,000
SUBSCRIBED	1,125,000
PAID-UP	562,500
RESERVE FUND	170,000

INTEREST allowed on Current Accounts at rate of 2% per annum on the Daily balance;
ON FIXED DEPOSITS:—
For 12 months 4%
For 6 months 3%
For 3 months 2%
For 1 month 1%

6	6	8 1/2%
3	3	2 1/2%

EVAN ORMISTON,
Manager.

Hongkong, 30th April, 1907. 24

DEUTSCH-ASIATISCHE BANK.
CAPITAL FULLY PAID UP...Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

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THE UNION OF LONDON AND SMITH'S
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SECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
made on application. Every description of
Banking and Exchange business transacted.
F. JUNG,

Manager.
25
Hongkong. 7th January 1907.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP	FORMOSA Capt. B. W. H. Snow	About 22nd May	Freight and Passage.
SHANGHAI, NAGASAKI, MOJI, KOBE and YOKO.	SOCOTRA Capt. W. R. Hickey	About 25th May	Freight and Passage.
SHANGHAI	MALTA Capt. R. A. Polars	About 30th May	Freight and Passage.
LONDON, &c., via USUAL PORTS	CEANA Capt. W. Hayward, R.N.R.	Noon, 1st June	See Special Advertisement.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 20th May, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"CHIEHLI"	On 21st May, 10 A.M.
MANILA	"TAMING"	On 21st May, 4 P.M.
SWATOW & SHANGHAI	"YINGCHOW"	On 22nd May, 4 P.M.
ROBE	"TSINAN"	On 25th May, 4 P.M.
SWATOW and SHANGHAI	"KIUKIANG"	On 25th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"SHAOHSING"	On 30th May, 4 P.M.
	"TSINAN"	On 5th June, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports and other ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th May, 1907.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW AND AMOY	"MASAN MARU" Capt. I. SAKURAI	SUNDAY, 26th May, at 9 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SOSHU MARU" Capt. T. SURUGA	MONDAY, 27th May, at 9 A.M.
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. T. ITO	WEDNESDAY, 29th May, at 8 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th May, 1907.

T. ABIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BAYERN" Capt. M. LUTZLAFF	Wednesday, 22nd May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"SCHARNHORST" Capt. L. MAASS	About Wednesday, 22nd May.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. W. von SENDEN	Thursday, 23rd May, at Noon.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. LENZ	About Friday, 31st May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SENHILL	Saturday, 1st June, at 9 A.M.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELBOURNE & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th May, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

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11 DAYS YOKOHAMA to VANCOUVER.

15 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF JAPAN"	18th May	15th June
"EMPERESS OF CHINA"	25th May	22nd July
"EMPERESS OF INDIA"	1st June	19th August

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.

Intermediate on Steamers: "240," "242," "244," "246," "248," "250," "252," "254," "256," "258," "260," "262," "264," "266," "268," "270," "272," "274," "276," "278," "280," "282," "284," "286," "288," "290," "292," "294," "296," "298," "300," "302," "304," "306," "308," "310," "312," "314," "316," "318," "320," "322," "324," "326," "328," "330," "332," "334," "336," "338," "340," "342," "344," "346," "348," "350," "352," "354," "356," "358," "360," "362," "364," "366," "368," "370," "372," "374," "376," "378," "380," "382," "384," "386," "388," "390," "392," "394," "396," "398," "400," "402," "404," "406," "408," "410," "412," "414," "416," "418," "420," "422," "424," "426," "428," "430," "432," "434," "436," "438," "440," "442," "444," "446," "448," "450," "452," "454," "456," "458," "460," "462," "464," "466," "468," "470," "472," "474," "476," "478," "480," "482," "484," "486," "488," "490," "492," "494," "496," "498," "500," "502," "504," "506," "508," "510," "512," "514," "516," "518," "520," "522," "524," "526," "528," "530," "532," "534," "536," "538," "540," "542," "544," "546," "548," "550," "552," "554," "556," "558," "560," "562," "564," "566," "568," "570," "572," "574," "576," "578," "580," "582," "584," "586," "588," "590," "592," "594," "596," "598," "600," "602," "604," "606," "608," "610," "612," "614," "616," "618," "620," "622," "624," "626," "628," "630," "632," "634," "636," "638," "640," "642," "644," "646," "648," "650," "652," "654," "656," "658," "660," "662," "664," "666," "668," "670," "672," "674," "676," "678," "680," "682," "684," "686," "688," "690," "692," "694," "696," "698," "700," "702," "704," "706," "708," "710," "712," "714," "716," "718," "720," "722," "724," "726," "728," "730," "732," "734," "736," "738," "740," "742," "744," "746," "748," "750," "752," "754," "756," "758," "760," "762," "764," "766," "768," "770," "772," "774," "776," "778," "780," "782," "784," "786," "788," "790," "792," "794," "796," "798," "800," "802," "804," "806," "808," "810," "812," "814," "816," "818," "820," "822," "824," "826," "828," "830," "832," "834," "836," "838," "840," "842," "844," "846," "848," "850," "852," "854," "856," "858," "860," "862," "864," "866," "868," "870," "872," "874," "876," "878," "880," "882," "884," "886," "888," "890," "892," "894," "896," "898," "900," "902," "904," "906," "908," "910," "912," "914," "916," "918," "920," "922," "924," "926," "928," "930," "932," "934," "936," "938," "940," "942," "944," "946," "948," "950," "952," "954," "956," "958," "960," "962," "964," "966," "968," "970," "972," "974," "976," "978," "980," "982," "984," "986," "988," "990," "992," "994," "996," "998," "1000."

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For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of May	JAPAN	Second half of May
TJIMAH	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIBODAS	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIKINI	JAVA	First half of June	JAPAN	Second half of June
TJILATJAP	IN PORT	Second half of June	JAVA PORTS	Second half of June
TJILIWONG	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports or through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 30th April, 1907.

NOTICES TO CONSIGNEES

S.S. "OCEANIAN"
COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex.s.s. "Cordouan" form Havre, ex.s.s. "Cordouan" from Bordeaux, ex.s.s. "Ville de Bordeaux" from Marseilles, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees, before NOON TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 20th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 20th inst., at 3 P.M.

No Fire Insurance will be effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th May, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risks in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex.s.s. "Britannia,"
From Persian Gulf ex. B. I. S. N. Co's Steamers.

B. & P. S. N. Co's Steamers.

Optional Cargo will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 15th May, 1907.

TOYO KISEN KAISHA,
SOUTH AMERICAN LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"KASATO MARU"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risks into the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

All goods remaining undelivered after the 23rd inst., will be subject to rent.

All Claims as to broken, chaffed and damaged goods are to be notified as immediately.

No Fire Insurance will be effected.

K. MATADA,
Manager.

Hongkong, 17th May, 1907.

"BEN" LINE OF STEAMERS.

SS. "BENLOMOND"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, stowed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 11 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th May, 1907.

VESSELS ON THE BERTH

SOUTH AFRICAN LINE.
FOR DURBAN.

THE Steamship
"HELIOPOLIS"

Captain Ketley, will be despatched as above on or about 20th May.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 25th April, 1907.

"GLEN" LINE OF STEAM SHIPS.
FOR LONDON, ANTWERP AND HAMBURG VIA SUEZ CANAL.

THE Steamship
"GLENLOGAN"

Captain J. McGregor, will be despatched as above on MONDAY, 2nd June.

For Freight or Passage apply to
MCCORMICK, BROS. & GOW,
Agents.

Hongkong, 16th May.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"OCEANA"

Captain W. Hayward, S.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, 1st June at NOON, taking passengers and cargo for the above ports in connection with the Company's "MONGOLIA," 9,500 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office on 11 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 20th May, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE
COMPAGNIE FRANCAISE DES INDES ET DE L'EXTRÊME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUN," 1,900 tons, 14 knots.

THE SPEEDIEST, MOST LUXURIOUSLY APPOINTED AND PUNCTUAL STEAMERS ON THE LINE.

Departure from Hongkong at 9.30 P.M. (Saturdays Excepted).

Departure from Canton at 5.15 P.M. (Sundays Excepted).

These import steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The COMPANY'S WHARF is at the end of WING LOK STREET (train station).

For further particulars, please apply to
E. PASQUET & CO., Canton Agents.
BARRETT & CO., Agents.

Hongkong, 1st April, 1907.



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EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOKSTALL, N. H. RITTON'S KOWLOON STORE, No. 36, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1903.

HONGKONG BUSINESS DIRECTORY.

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C. DE M. C. VIEIRA-RIBEIRO.
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Hongkong, 1st March, 1907.

DAVID COESAR & SON'S
MECHANICAL NAVY
NAVY BOILED
LONG PLANK
RELIANCE CROWN
TARPAULING
ARNOLD, KARBURG & CO.
Sole Agents.

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A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOCHOW
LAQUERED WARE.
19, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

778

LADIES' AND GENTS' BOOTS
AND SHOES.

EASTMAN KODAKS, CAMERAS
AND
PHOTOGRAPHIC GOODS.

PAICES MODERATE.

A TACK & CO.,
26, DES VEAUX ROAD CENTRAL.
Hongkong, 18th January, 1907.

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The Pioneer Exporters.
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SECURITIES issued by
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Municipalities offering
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NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to
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General Agents for China and Japan.

